## EGQS AD 2.1 - LOCATION INDICATOR AND NAME

EGQS - LOSSIEMOUTH

## EGQS AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1. **ARP Co-ordinates and site at AD:** N57 42 18.10 W003 20 20.86 Geometrical centre of the Runways.
2. **Direction and distance from City:** 4 nm North of Elgin.
3. **Elevation/Reference Temperature:** 434′ / 18°C
4. **Magnetic Variation / Annual Change:** 1° 53’W (SEP 20) / 0° 14’ E decreasing
5. **Geoid Undulation at AD Elev Position:** ----

### AD Administration:
- **Address:** Royal Air Force Royal Air Force Lossiemouth Lossiemouth Morayshire IV31 6SD
- **Telephone:** Mil: 95161 7426 (ATC); 2052 (Ops) Civ: (01343) 817426 (ATC); 816872 (Ops) Mil: 95161 7456 (Ops) Civ: (01343) 812121 7148 (Ops)
- **Fax:** LOS-A30ps@mod.gov.uk
- **E-mail:** LOS-A3Ops@mod.gov.uk
- **Web site:** www.raf.mod.uk/raflossiemouth

6. **Types of Traffic Permitted (IFR/VFR):** IFR/VFR

7. **Remarks:** Nil

## EGQS AD 2.3 - OPERATIONAL HOURS

1. **AD:** PPR 24 hours. 0800(A)-1800(A) Mon-Thu, 0800(A)-1700(A) Fri.
2. **Customs and Immigration:** Prior arrangement for EU and Military flights.
3. **Health and Sanitation:** Nil.
4. **AIS Briefing Office:** Nil.
5. **ATS Reporting Office (ARO):** HO.
6. **MET Briefing Office:** H24.
7. **ATS:** HO.
8. **Fueling:** HO.
9. **Handling:** HO.
10. **Security:** H24.

### Remarks:
- PNR for Military aircraft.
- PPR for Civil aircraft.
- Aircraft requiring services from VASS are to land at least 30 minutes prior to the airfield closure, unless prior approval has been granted by Stn Ops. All visiting acft will be restricted +/-10 mins of their ETA. Any changes must be approved by LOS OPS in advance. All inbd Mil AS are to contact Winter Ops 291·150 20 miles prior to landing.
- Time zone: adjust to DST when required.
EGQS AD 2.4 - HANDLING SERVICES AND FACILITIES

2. Fuel/Oil /Hydraulic Types: All F&L PPR/PNR.
4. Oxygen: LOX, OXRB.
7. Hangar space for visiting aircraft: Limited. Subject to prior arrangement.

EGQS AD 2.5 - PASSENGER FACILITIES

1. Accommodation: Limited Accommodation only in Service Messes. PPR. Local Hotac.
2. Medical Facilities: Medical Centre. Military only.
3. Remarks: Basic Movements lounge. 100 personnel maximum.

EGQS AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1. AD Category for Fire Fighting: ICAO 7 during operational hours. Up to Cat 8 available, min 48hrs PNR.
2. Rescue Equipment: RAF Lossiemouth Fire Service currently utilise the following vehicle sets to provide ICAO 7 ARFF response - 1 x Rapid Intervention vehicle (RIV) and 2 x Major Foam Vehicles (MFV2) using performance level B foam, DFSR 02 Table 1, ICAO 7 minimum usable amounts of extinguishing agents. Water Capacity 1 x RIV = 2275 litres, 2 x MFV = 13650 litres, Total = 15925 litres. RIV Water tank capacity -275 litres Combined discharge rate monitors and front foam deliveries 2000 litres per minute (LPM) Dry Powder 100kg at 2kg per second. MFV Water tank capacity -6825 litres Foam tank capacity -820 litres Combined discharge rate monitors and front foam deliveries 5000 LPM Dry powder 100kg at 2kg per second. The above ARFF vehicle set requires 1 additional Vehicle to surge to ICAO 8 with an additional manpower requirement.
3. Capability for removal of disabled aircraft: Limited to station based types only.

EGQS AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1. Type of Clearing equipment: 3x Schmidt ASCV, 3x LADS, 1x TJS, 5x ADT 2000, 5x MATT Plough.
2. Remarks: Braking action assessment by Mu-Meter. Latest available information from ATC.
### EGQS AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

<table>
<thead>
<tr>
<th>Apron surfaces:</th>
<th>Apron</th>
<th>Surface</th>
<th>Strength</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpha North</td>
<td>Concrete</td>
<td>PCN 65 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Alpha South</td>
<td>Concrete</td>
<td>PCN 25 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Bravo</td>
<td>Concrete</td>
<td>PCN 25 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>Concrete</td>
<td>PCN 60 R/C/W/T</td>
<td></td>
</tr>
<tr>
<td>Echo</td>
<td>Concrete</td>
<td>PCN 45 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Hotel</td>
<td>Concrete</td>
<td>PCN 45 R/B/W/T</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Taxiway width, surface and strength:</th>
<th>Taxiway</th>
<th>Width</th>
<th>Surface</th>
<th>Strength</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alpha</td>
<td>15m</td>
<td>Asphalt</td>
<td>PCN 55 F/B/W/T</td>
<td></td>
</tr>
<tr>
<td>A1 - Foxtrot</td>
<td>7.5m</td>
<td>Asphalt</td>
<td>PCN 55 F/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Alpha Twy Foxtrot to A North apron (note 1)</td>
<td>10m</td>
<td>Asphalt</td>
<td>PCN 55 F/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Bravo</td>
<td>15m</td>
<td>Asphalt</td>
<td>PCN 85 F/B/W/T</td>
<td></td>
</tr>
<tr>
<td>B4 link</td>
<td>45m</td>
<td>Concrete</td>
<td>PCN 35 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>15m</td>
<td>Asphalt</td>
<td>PCN 100 F/A/X/T</td>
<td></td>
</tr>
<tr>
<td>Charlie</td>
<td>18m</td>
<td>Asphalt</td>
<td>PCN 56 F/C/W/T</td>
<td></td>
</tr>
<tr>
<td>Delta</td>
<td>18m</td>
<td>Concrete</td>
<td>PCN 60 R/C/W/T</td>
<td></td>
</tr>
<tr>
<td>Portion of Delta from 35 - 23 Th</td>
<td>23m</td>
<td>Concrete</td>
<td>PCN 60 R/C/W/T</td>
<td></td>
</tr>
<tr>
<td>D6 link</td>
<td>40m</td>
<td>Concrete</td>
<td>PCN 30 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Echo</td>
<td>45m</td>
<td>Concrete</td>
<td>PCN 45 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Foxtrot</td>
<td>12m</td>
<td>Asphalt</td>
<td>PCN 55 F/A/X/T</td>
<td></td>
</tr>
<tr>
<td>Golf</td>
<td>15m</td>
<td>Concrete</td>
<td>PCN 50 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Hotel 1</td>
<td>14m</td>
<td>Asphalt</td>
<td>PCN 20 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Juliet 1</td>
<td>15m</td>
<td>Asphalt</td>
<td>PCN Pending</td>
<td></td>
</tr>
<tr>
<td>L1</td>
<td>18m</td>
<td>Concrete</td>
<td>PCN 60 R/C/W/T</td>
<td></td>
</tr>
<tr>
<td>Bravo Loop</td>
<td>15m</td>
<td>Concrete</td>
<td>PCN 30 R/B/W/T</td>
<td></td>
</tr>
<tr>
<td>Delta Loop</td>
<td>15m</td>
<td>Concrete</td>
<td>PCN 30 R/B/W/T</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Remarks:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Twy A between F and Alpha South Apron restricted to Station based Typhoon aircraft only due to fence within the Twy Strip - See AOHL-LOS 020.</td>
<td></td>
</tr>
<tr>
<td>2. Portion of Charlie Twy from 23 Threshold to Delta Apron 23m wide (D6-D7).</td>
<td></td>
</tr>
<tr>
<td>3. Overload operations on Runways, Aprons and Taxiways. Aircraft with ACN exceeding PCN may be approved only with PPR through Ops.</td>
<td></td>
</tr>
<tr>
<td>4. Alpha North Apron. Markings restrict use to a max Wingspan of 12.5m and/or a max Outer Main Gear Wheel of 4.5m.</td>
<td></td>
</tr>
<tr>
<td>5. Alpha South Apron. Markings restrict use to a max Wingspan of 11.5m and/or a max Outer Main Gear Wheel of 4.5m.</td>
<td></td>
</tr>
</tbody>
</table>
### EGQS AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

<table>
<thead>
<tr>
<th></th>
<th>Use of aircraft stand ID signs: Taxiway guide lines &amp; visual docking/parking guidance system of aircraft stands:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Nil. Yellow taxiway markings &amp; parking slot guidance with ground marshallers. (See AD 2.8 Remarks for information on Dispersals A &amp; B).</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Runway &amp; taxiway markings &amp; lighting:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Runway: Edge marking terminates prior to the threshold marking. Touch down and aiming point markings present. White HISL and LISL. Yellow HISL marking the last 600m of runway. Approach Lighting-High Intensity Centreline and Crossbar Approach System for runway 05/23; mast position outside equidistant spacing and longitudinal separation.</td>
</tr>
<tr>
<td></td>
<td>Taxiway: Nil.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Stop Bars and runway guard lights:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Stop Bars - Nil. Runway Guard lights at RWY holds</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Other runway protection measures:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2. Traffic lights on road holding positions on TRC and RHAG access tracks to RWY’s.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Remarks:</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Windssocks serving Rwy 23 Illuminated. Rwy 05, 10, 28 not illuminated</td>
</tr>
</tbody>
</table>

### EGQS AD 2.10 - AERODROME OBSTACLES

Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.

### EGQS AD 2.11 - METEOROLOGICAL INFORMATION

<table>
<thead>
<tr>
<th></th>
<th>Associated MET Office:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lossiemouth.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Hours of service: MET Office outside hours:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>H24. -----</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Office responsible for TAF information: Periods of validity:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Lossiemouth. 18 hours.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Type of landing forecast: Interval of issuance:</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>TAF. 3 Hourly.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Briefing/consultation provided:</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Self-briefing / personal / telephone / MOMIDS.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Flight documentation: Language(s) used:</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Charts / TAFs / METARs Abbreviated plain language text</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Charts and other information available for briefing or consultation:</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location, remote camera.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Supplementary equipment available for providing information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>PC Data Display - MOMIDS.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>ATS units provided with information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Tain, Garvie, Buchan, Leuchars, Detached Squadrons.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Additional information (limitation of services etc):</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Nil.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Remarks:</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Nil.</td>
</tr>
</tbody>
</table>
## EGQS AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Designations Runway Number</th>
<th>True and MAG bearing</th>
<th>Dimensions of Runway (m)</th>
<th>Strength (PCN) and surface of Runway and stopway</th>
<th>Threshold co-ordinates</th>
<th>Threshold elevation highest elevation of TDZ of precision APP Rwy</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>043°41'18″ GEO 045°34'18″ MAG</td>
<td>276 x 45</td>
<td>PCN 60 R/C/W/T Concrete Grooved Marshall Asphalt</td>
<td>N57 41 52.70 W003 21 12.20</td>
<td>20-75ft(TDZE 41-75ft Note 4)</td>
</tr>
<tr>
<td>2</td>
<td>223°42'27″ GEO 225°55'02″ MAG</td>
<td>276 x 45</td>
<td>PCN 80 R/C/W/T Concrete Grooved Marshall Asphalt</td>
<td>N57 42 55.25 W003 19 20.53</td>
<td>34-42ft(TDZE 28-37ft)</td>
</tr>
<tr>
<td>3</td>
<td>096°26'41″ GEO 098°32'41″ MAG</td>
<td>1850 x 46</td>
<td>PCN 30 R/B/W/T Concrete PCN 50 R/A/W/T Blacktop</td>
<td>N57 42 25.74 W003 20 31-88</td>
<td>---39-01ft(TDZE 39-27ft)</td>
</tr>
<tr>
<td>4</td>
<td>276°28'10″ GEO 278°34'10″ MAG</td>
<td>1850 x 46</td>
<td>PCN 30 R/B/W/T Concrete PCN 50 R/A/W/T Blacktop</td>
<td>N57 42 19-37 W003 18 46.77</td>
<td>36-48ft(TDZE 36-48ft)</td>
</tr>
</tbody>
</table>

### Desig & Slope of Rwy/Swy

<table>
<thead>
<tr>
<th>Stopway Dimensions (m)</th>
<th>Clearway Dimensions (m)</th>
<th>Strip Dimensions (m)</th>
<th>OFZ</th>
<th>RESA</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>05 - 0.05% D</td>
<td>Nil</td>
<td>69 x 150</td>
<td>2834 x 280</td>
<td>-</td>
</tr>
<tr>
<td>23 - 0.05% U</td>
<td>Nil</td>
<td>151 x 150</td>
<td>2834 x 280</td>
<td>-</td>
</tr>
<tr>
<td>10 - 0.04% D</td>
<td>22 x 46</td>
<td>120 x 150</td>
<td>1932 x 300</td>
<td>-</td>
</tr>
<tr>
<td>28 - 0.04% U</td>
<td>Nil</td>
<td>136 x 150</td>
<td>1910 x 300</td>
<td>-</td>
</tr>
</tbody>
</table>

### Arresting Systems

- Rwy 05 RHAG(B) 635m (2086ft)
- Rwy 10 RHAG(B) 152m (500ft)
- Rwy 23 RHAG(B) 1206m (3949ft)
- Rwy 28 RHAG(B) 1497m (4917ft)

Normal operations: App cable down, overrun cable up.

### Remarks

1. Turning area at 05 Threshold suitable for Voyager / C17.
2. RW05 has a 0.82% up-slope in quarter of runway.
3. Pending Verification

## EGQS AD 2.13 - DECLARED DISTANCES

<table>
<thead>
<tr>
<th>Runway</th>
<th>TORA (m)</th>
<th>TODA (m)</th>
<th>ASDA (m)</th>
<th>LDA (m)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>2764</td>
<td>2822</td>
<td>2764</td>
<td>2764</td>
<td>6</td>
</tr>
<tr>
<td>23</td>
<td>2764</td>
<td>2916</td>
<td>2764</td>
<td>2676</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>1850</td>
<td>2075</td>
<td>1872</td>
<td>1751</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>1850</td>
<td>1985</td>
<td>1985</td>
<td>1850</td>
<td></td>
</tr>
</tbody>
</table>
### EGQS AD 2.14 - APPROACH AND RUNWAY LIGHTING

<table>
<thead>
<tr>
<th>Runway</th>
<th>Approach lighting Type</th>
<th>Length</th>
<th>Intensity</th>
<th>Threshold lighting Colour</th>
<th>Wingbars</th>
<th>PAPI VASIS Angle Distance from Thr (MEHT)</th>
<th>TDZ lighting Length</th>
<th>Runway Centreline lighting Length</th>
<th>Spacing Colour Intensity</th>
<th>Runway End lighting Length and Colour</th>
<th>Stopway lighting Length(m)</th>
<th>Colour</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>CL5B : White 'T'</td>
<td>3,000ft/914m</td>
<td>HI</td>
<td>Green</td>
<td>HI Uni</td>
<td>PAPI 3° (51ft)</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>Elevated but flush at intersections and RHAG pullout area. White HI Uni,50m. White LI Omni,100m</td>
<td>---</td>
<td>Red</td>
</tr>
<tr>
<td>23</td>
<td>CL5B : 2835ft/864m</td>
<td>HI</td>
<td></td>
<td>Green</td>
<td>HI Uni</td>
<td>PAPI 3° (50ft)</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>Elevated but flush at intersections and RHAG pullout area. White HI Uni,50m. White LI Omni,100m</td>
<td>---</td>
<td>Red</td>
</tr>
<tr>
<td>10</td>
<td>White 'T'</td>
<td></td>
<td>HI</td>
<td>Green</td>
<td>HI Uni</td>
<td>PAPI 3° (32ft)</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>Elevated but flush at intesection White LI Omni, 40m</td>
<td>---</td>
<td>Red</td>
</tr>
<tr>
<td>28</td>
<td>CL2B : White 'T'</td>
<td>1,500ft/457m</td>
<td>HI</td>
<td>Green</td>
<td>HI Uni</td>
<td>PAPI 3° (36ft)</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>Elevated but flush at intesection White LI Omni, 40m</td>
<td>---</td>
<td>Red</td>
</tr>
</tbody>
</table>

**Remarks:**
1. Yellow HISL marking the last 600m of runway.
2. All runway lighting is LED except for PAPIs.
3. Rwy 23 HIA lights condensed distance due to proximity of coast.
4. Rwy 10 PAPI left hand side only.
5. Windsocks serving Rwy 23 illuminated. Rwy 05, 10, 28 not illuminated.

### EGQS AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

<table>
<thead>
<tr>
<th>1</th>
<th>A Bn/I Bn location, characteristics and hours of operation:</th>
<th>Removed from service</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Taxiway edge and centreline lighting:</td>
<td>Blue edge lighting on all taxiways, except linking Twy at B4 (no TWY lighting). Green Centre-line lights from D6 to 23 Threshold Alternate Yellow and Green CL Lighting in (Cat 1) ILS protection area.</td>
</tr>
<tr>
<td>4</td>
<td>Secondary power supply:</td>
<td>All B centres have individual standby generators for runway lighting. 15 seconds.</td>
</tr>
<tr>
<td>5</td>
<td>Remarks:</td>
<td>Nil.</td>
</tr>
</tbody>
</table>

### EGQS AD 2.16 - HELICOPTER LANDING AREA

<table>
<thead>
<tr>
<th>1</th>
<th>Location:</th>
<th>Nil.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Elevation:</td>
<td>Nil.</td>
</tr>
<tr>
<td>3</td>
<td>Lighting:</td>
<td>Nil.</td>
</tr>
<tr>
<td>4</td>
<td>Remarks: Visiting helicopters are to land and depart from a runway threshold. Pilots should expect to land on the runway not in use.</td>
<td></td>
</tr>
</tbody>
</table>

### EGQS AD 2.17 - ATS AIRSPACE

<table>
<thead>
<tr>
<th>Designation and lateral limits</th>
<th>Vertical limits</th>
<th>Airspace Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>
EGGS AD 2.17 - ATS AIRSPACE

**Lossiemouth MATZ.**
Standard, 5nm radius centred on N57 42 W003 20 with stub aligned Rwy 23.

<p>| | | |</p>
<table>
<thead>
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<tbody>
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</tbody>
</table>

3,000ft AAL
SFC
G

**Lossiemouth ATZ.**
Circle, 2.5nm radius centred on N57 42 W003 20.

<p>| | | |</p>
<table>
<thead>
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</tr>
</tbody>
</table>

2,000ft AAL
SFC
G

4
ATS Unit Callsign: Lossie.
Language: English.

5
Transition Altitude: 3,000ft.

6
Remarks:
Lossiemouth and Kinloss will operate on a single clutch QFE pressure setting for all ops within the MATZ and for associated instrument procedures and radar patterns. When Lossiemouth, the higher AD, is open the clutch QFE will be the observed barometric pressure for the TDZ elevation of the Lossiemouth runway in use. When Lossiemouth is closed the Kinloss AD QFE will be used. DH MDH figures specified for Kinloss are published as procedure minima and altimeter readings with clutch QFE set will never be lower than physical minima specified. Variation between TDZEs Max 25ft, Min 7ft.

EGGS AD 2.18 - ATS COMMUNICATION FACILITIES

<table>
<thead>
<tr>
<th>Service Designation</th>
<th>Callsign</th>
<th>Frequency MHz</th>
<th>Hours of Operation</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>APP</td>
<td>Lossie Approach</td>
<td>315-150(M)(L)</td>
<td>HO</td>
<td>* NATO Common Frequency. Available on request only.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(ICF) 362-200</td>
<td>HO</td>
<td>(M) MATZ Crossing Frequency.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>362-775</td>
<td>HO</td>
<td>(L) LARS Frequency.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>123-300*</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td>DIR</td>
<td>Lossie Director</td>
<td>277-525</td>
<td>HO</td>
<td>* NATO Common Frequency. Available on request only.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>123-300*</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td>DEP</td>
<td>Lossie Departures</td>
<td>308-850</td>
<td>HO</td>
<td>(M) MATZ Crossing Frequency.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>119-575 (M)(L)</td>
<td>HO</td>
<td>(L) LARS Frequency.</td>
</tr>
<tr>
<td>PAR</td>
<td>Lossie Talkdown</td>
<td>378-775 (P)</td>
<td>HO</td>
<td>* NATO Common Frequency. Available on request only.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>255-925 (S)</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>123-300*</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td>TWR</td>
<td>Lossie Tower</td>
<td>279-050</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>118-900</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td>GND</td>
<td>Lossie Ground</td>
<td>268-825 (P)</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>118-900</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td>ATIS</td>
<td>Lossie Information</td>
<td>369-150</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>118-900</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td>OPS</td>
<td>Winter Ops</td>
<td>291-150</td>
<td>HO</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>118-900</td>
<td>HO</td>
<td></td>
</tr>
</tbody>
</table>
EGQS AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

<table>
<thead>
<tr>
<th>Type Category</th>
<th>Frequency</th>
<th>Hours of Operation</th>
<th>Antenna Site Co-ordinates</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>TACAN LSM</td>
<td>Ch 50X 111-300 HO</td>
<td>N57 42 37.5896 W003 19 38.775</td>
<td>42ft</td>
<td>Unlocks may be experienced in sectors 167°-170°, 175°-181° and 212°-213°. Bearing errors of up to 8° may be experienced in sector 187°-203°.</td>
</tr>
<tr>
<td>UDF/VDF I-LOS</td>
<td>258-700 234-875 118-900 HO</td>
<td>N57 42 22.71 W003 18 53.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS/DME Rwy 23 I-LOS</td>
<td>111-550 Ch 52Y HO</td>
<td>N57 42 49.66 W003 19 40.42</td>
<td>22ft</td>
<td>QFU 227°.</td>
</tr>
<tr>
<td>Glidepath</td>
<td>332-750</td>
<td>N57 42 49.75 W003 19 40.60</td>
<td>3° ILS Ref Datum Height 59ft</td>
<td></td>
</tr>
<tr>
<td>Localizer</td>
<td>111-550</td>
<td>N57 41 42.27 W003 21 30.81</td>
<td>LOC 227°.</td>
<td></td>
</tr>
<tr>
<td>MM</td>
<td>75MHz</td>
<td>N57 43 16.03 W003 18 45.17</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Remarks:
- ILS auto-coupled approached permitted to Cat I DH.
- PAR restricted to 18nm in clear and 14m in rain mode on Rwy 23/05 and Rwy 28.
- TACAN LSM is restricted to RAF Lossiemouth based Typhoon Aircraft only.

EGQS AD 2.20 - LOCAL TRAFFIC REGULATIONS

1. Airport regulations
   All visiting aircraft will be restricted +/- 10 mins of their ETA. Any changes must be approved by Los Ops in advance. All inbound aircraft are to contact Stn Ops on 369.3 30 mins prior to landing. Also see BINA + TAPS.

2. Ground Movement
   See BINA + TAPS.

3. CAT II/III Operations
   Nil.

4. Warnings
   1. Due to the proximity to Kinloss, Aircraft on Radar Recovery to Lossiemouth Rwy 05/10 will only receive a traffic Service when transiting through or overflying the Kinloss MATZ.
   2. Acft making non-precision Apps to Rwy 28 are to follow a mandatory notional 3° GP.
   3. SSR, TACAN, replacement PAR Rwy 23, are currently infringed by trees and do not comply with Safeguarding requirements. For further info call ATC on civ 01343 817426 or mil 95161 7426.

5. Helicopter Operations
   Special Procedures apply for Helicopters - See HLS Directory (UK) + TAPS

6. Use of Runways
   See BINA + TAPS + HLS Directory (UK)

7. Training
   See BINA + TAPS.
EGQS AD 2.21 - NOISE ABATEMENT PROCEDURES

1. Visual circuit noise abatement for recovering aircraft:
   a. Rwy 23. Visual circuit is flown outside Lossiemouth town. If it is necessary for the aircraft to go around this should be done from the end of the downwind leg provided that visual contact has been established with any aircraft carrying out instrument approaches.
   b. Rwy 28. Break to be executed to maintain clear of Gordonstoun noise avoid (west of runway intersection) and Duffus village.
   c. Rwy 10. Aircraft are to execute the join to give minimal disturbance to the Gordonstoun inhabitants.

2. Noise abatement for aircraft departing Lossiemouth VFR:
   a. **Fixed wing.** Fixed Wing acft departing overland are not to fly below 1000ft MSD within 15nm of Lossiemouth. All acft are to maintain final visual departure heading until the CMATZ boundary where they may continue enroute as req, maintaining clear of all local avoids.
   b. **Helicopters.** Follow the profiles in the VAD book (ref I) as required not above 500 ft CQFE or depart in accordance with ATC instructions. Helicopters must taxi over/on paved surfaces, Takeoff from Rwys or Taxiways and cross the Rwys at right angles only with ATC clearance.

3. Avoid overflying Elgin and Lossiemouth towns and Gordonstoun School.

EGQS AD 2.22 - FLIGHT PROCEDURES

1. Procedures for in bound aircraft: See TAP Charts
2. Departures: See TAP Charts
3. Radio Communication Failure: See TAP Charts
4. Missed Approach Procedure: See TAP Charts
5. Aerodrome Operating Minima: See TAP Charts
6. Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.

EGQS AD 2.23 - ADDITIONAL INFORMATION

Practice diversions to be booked through ATC on Ext 7426.

EGQS AD 2.24 - CHARTS RELATING TO THIS AERODROME

<table>
<thead>
<tr>
<th>Special Procedures</th>
<th>Terminal Approach Procedure Charts</th>
<th>En-Route Charts</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 Noise Abatement</td>
<td>AD 2 - EGQS - 1 - 10</td>
<td>UK(L)2</td>
</tr>
<tr>
<td>D1 Aerodrome</td>
<td>AD 2 - EGQS - 1 - 11</td>
<td>UK(L)3</td>
</tr>
<tr>
<td>E1 Taxi</td>
<td>AD 2 - EGQS - 1 - 12</td>
<td>UK(L)5</td>
</tr>
<tr>
<td>S1 Rwy 23, 28 MID</td>
<td>AD 2 - EGQS - 1 - 13</td>
<td>UK(L)5 Offshore Installations</td>
</tr>
<tr>
<td>S2 Rwy 05, 10 MID</td>
<td>AD 2 - EGQS - 1 - 14</td>
<td>UK(H)2</td>
</tr>
<tr>
<td>K1 Radar Procedures (1)</td>
<td>AD 2 - EGQS - 1 - 15</td>
<td>UK(H)6</td>
</tr>
<tr>
<td>K2 Radar Procedures (2)</td>
<td>AD 2 - EGQS - 1 - 16</td>
<td>EU(L)7</td>
</tr>
<tr>
<td>K3 TAC to PAR Rwy 05</td>
<td>AD 2 - EGQS - 1 - 17</td>
<td>EU(H)12</td>
</tr>
<tr>
<td>K4 TAC to PAR Rwy 23</td>
<td>AD 2 - EGQS - 1 - 18</td>
<td>EU(H)SP1</td>
</tr>
<tr>
<td>K5 TAC to PAR Rwy 28</td>
<td>AD 2 - EGQS - 1 - 19</td>
<td>EU(H)SP1 - OAT</td>
</tr>
<tr>
<td>K6 PAR Rwy 05</td>
<td>AD 2 - EGQS - 1 - 20</td>
<td>AT(H)1</td>
</tr>
<tr>
<td>K7 PAR Rwy 23</td>
<td>AD 2 - EGQS - 1 - 21</td>
<td></td>
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<tr>
<td>K8 PAR Rwy 28</td>
<td>AD 2 - EGQS - 1 - 22</td>
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</tr>
<tr>
<td>K9 SRA Rwy 05</td>
<td>AD 2 - EGQS - 1 - 23</td>
<td></td>
</tr>
<tr>
<td>K10 SRA Rwy 10</td>
<td>AD 2 - EGQS - 1 - 24</td>
<td></td>
</tr>
<tr>
<td>K11 SRA Rwy 23</td>
<td>AD 2 - EGQS - 1 - 25</td>
<td></td>
</tr>
<tr>
<td>K12 SRA Rwy 28</td>
<td>AD 2 - EGQS - 1 - 26</td>
<td></td>
</tr>
<tr>
<td>M1 TAC to ILS/LOC/DME Rwy 23</td>
<td>AD 2 - EGQS - 1 - 27</td>
<td></td>
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<tr>
<td>R1 TAC Rwy 05</td>
<td>AD 2 - EGQS - 1 - 28</td>
<td></td>
</tr>
<tr>
<td>R2 TAC Rwy 10</td>
<td>AD 2 - EGQS - 1 - 29</td>
<td></td>
</tr>
<tr>
<td>R3 TAC Rwy 23</td>
<td>AD 2 - EGQS - 1 - 30</td>
<td></td>
</tr>
<tr>
<td>R4 TAC Rwy 28</td>
<td>AD 2 - EGQS - 1 - 31</td>
<td></td>
</tr>
<tr>
<td>RV C Rad Vectoring Chart</td>
<td>AD 2 - EGQS - 1 - 32</td>
<td></td>
</tr>
</tbody>
</table>
**CLUTCH QFE**

1. Lossiemouth and Kinloss operate on a Clutch QFE pressure setting within the CMATZ and associated instrument procedures. The Clutch QFE will be the observed barometric pressure for the Lossiemouth rwy in use.

**FIXED WING**

2. Aircraft requesting an IFR departure will be issued a release conforming to a published MID (see charts G1 and G2).

3. Visual Departures:
   i. Rwy 23 - Maintain rwy track until departure end of rwy before turning.
   ii. Rwy 05 - Maintain rwy track to not below 500ft CQFE.
   iii. Rwy 28 - Maintain rwy track until 500m beyond the upwind threshold, then right turn onto track 310° climbing to not below 1000ft CQFE.
   iv. Rwy 10 – Depart not below 1000ft CQFE.

4. Visual circuit noise abatement procedures are detailed in chart C1 and are to be complied with by all fixed wing aircraft (including visual departures).

5. For all departures, reheat, if used, should be cancelled as soon as possible.

6. Aircraft overland within 15nm of Lossiemouth are not to be flown below 1000ft MSD.

**ARMED AIRCRAFT**

7. Visiting aircraft and diversions should inform ATC on initial contact if the aircraft is armed, including chaff and flare.

8. Lossiemouth operates a slow lane policy on the south side of the rwy in use; after landing, aircraft are to maintain in the slow lane unless otherwise authorised by ATC.

**HELIКОPTERS**

9. Helicopter departures/recoveries should comply with the procedures in the Heli Landing Sites Directory. Visiting helicopters are to land and depart from a rwy threshold. Pilots should expect to land on the rwy not in use.

**TACAN RESTRICTIONS**

10. LSM TACAN is restricted and may experience unlocks in sectors 167° - 170°, 175°-181° and 212°- 213°. Bearing errors of up to 8° may be experienced in sector 187°-203°.

**WARNINGS**

11. Due to the proximity to Kinloss, aircraft on radar recovery to Lossiemouth Rwy 05/10 will only receive a Traffic Service when transiting through or overflying the Kinloss MATZ.

NOISE ABATEMENT VISUAL CIRCUIT

1. Rwy 05 Circuit: Aircraft are not to extend downwind of the cemetery to avoid town by 500m/1640ft as this conflicts with the KINLOSS visual circuit.

2. Breaks are flown level at 1000ft QFE, max 400kt.

LOSSIEMOUTH

NOISE ABATEMENT VISUAL CIRCUIT

Rwy 05 Downwind: Maintain downwind ground track outside farm buildings and begin finals turn 500m/1640ft abeam the square village of Duffus.

Rwy 23 Downwind: Remain just outside Mnm 500m/1640ft from Harbour.

Rwy 05: NOISE AVOIDANCE AREA:

VISUAL CIRCUIT

NOISE AVOIDANCE AREA:

EGOSIL MO SCOTLAND

NOISE ABATEMENT VISUAL CIRCUIT

LOSSIEMOUTH
1. **WARNING.** Disused AD (Milltown) 4nm SE of Lossiemouth. Rwy prominent with similar layout to Lossiemouth.

2. Rwy 05 – 0.82% up slope in first quarter.

3. PAPIs installed only on the left hand side of Rwy 10.

4. Cables inset: Rwy 05 – 395m / 1296ft
   - Rwy 23 – 426m / 1397ft
   - Rwy 10 – 158m / 518ft
   - Rwy 28 – 457m / 1499ft

5. Normal Ops: app cable DOWN, overrun cable UP.

6. All inbound mil acft are to contact Winter Ops (291·15) 20nm prior to ldg.

7. Yellow HiSL mark the last 600m of rwy.

8. All rwy lighting is LED except for PAPIs.

9. Rwy 23 HIA lights condensed distance due proximity of coast.
D5 hold is a Cat 1 hold, with non-standard symbology.

2. 05 turning area suitable for Voyager/C-17.

3. Width of twy D connecting D5 and Rwy 23 THR is 23m/75ft.

4. Taxiway J1 unavailable to routine aircraft operations.

5. Twy A between F and Alpha South Apron restricted to station-based Typhoon acft only.

6. Alpha North Apron restricted use to max wingspan of 12·5m and/or a max outer main gear wheel of 4·5m. Alpha South Apron restricted use to max wingspan of 11·5m and/or a max outer main gear wheel of 4·5m.

7. Twy widths: A1-F 7·5m; A Twy F to A North Apron 10m; F 12m; A,B,B5 15m; C,D 18m.
1. Close in obstructions exist.
2. Procedure heights with reference to aerodrome elevation.
3. All MIDs terminate at LSM 25d.

**MID** | **RWY** | **ROUTEING (Including Mmm Noise Routes)**
---|---|---
23 North | 23 | Ahead on Rwy Tr (Mmm Climb Grad 3.5%) to 550 500. Turn right Tr 019° resuming normal climb gradient and continue climb to 3150 3100. Acft departing into the instrument pattern are to follow the MID climbing to 1750 1700 and call DIRECTOR.
23 South | 23 | Ahead on Rwy Tr (Mmm Climb Grad 3.8%) to 550 500. Turn to Tr 219° resuming normal climb gradient and continue climb to 3850 3800. At LSM 6d call DEPARTURES.
28 | 28 | Ahead on Rwy Tr (Mmm Climb Grad 3.9%) at 650 600 or LSM 2-8d, whichever is later, resume normal climb gradient, turn right Tr 359° and continue climb to 3150 3100. Acft departing into the instrument pattern are to follow the MID climbing to 1750 1700 and call DIRECTOR.
Rwy 05, 10 MID

1. Close in obstructions exist.
2. Procedure heights with reference to aerodrome elevation.
3. All MIDs terminate at LSM 25d.

<table>
<thead>
<tr>
<th>MID</th>
<th>RWY</th>
<th>ROUTEING (Including Mmn Noise Routes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>05 Alpha</td>
<td>05</td>
<td>Ahead on Rwy Tr to 1750 1700.</td>
</tr>
<tr>
<td>05 West</td>
<td>05</td>
<td>Ahead on Rwy Tr to 550 500 or LSM 2-8d, whichever is later, then turn left Tr 269° and continue climb to 3850 3800. Acft departing into the instrument pattern are to follow the MID climbing to 2950 2900 and call DIRECTOR.</td>
</tr>
<tr>
<td>10 Alpha</td>
<td>10</td>
<td>Ahead on Rwy Tr to 3850 3800.</td>
</tr>
<tr>
<td>10 North</td>
<td>10</td>
<td>Ahead on Rwy Tr (Mmn Climb Grad 7-1% to 1550 1500). Cross LSM 4-6d at or above 1550 1500, then turn left Tr 359° and continue climb to 3150 3100. Acft departing into the instrument pattern are to follow the MID climbing to 1750 1700 and call DIRECTOR.</td>
</tr>
</tbody>
</table>

LOssiEMOUTH

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Tr 359° and continue climb to 3150.

MISSED APPROACH. Ahead on Rwy Tr to 650 or LSM 2.8d whichever later, then right on Tr 359° to 3140; when ALS inop increase vis by 400m.

279°

28°

When ALS inop increase vis Cat AB by 400m, Cat BCDE by 800m.

MISSED APPROACH. Ahead on Rwy Tr to be at or above 1550 by LSM 4.6d, then left on Cat B 1150 1110 2400m and Cat CDE 1150 1110 4800m.

M/Aapp - climb grad of 6.2%. If M/Aapp climb grad 2.5% then Cat A 1150 1110 2000m, Cat B 1150 1110 2400m and Cat CDE 1150 1110 4800m.

MISSED APPROACH. Ahead on Rwy Tr to be at or above 1550 1500 by LSM 4.6d, then left on Tr 359° to 3150; call DIRECTOR.

When ALS inop increase vis Cat A by 400m, Cat BCDE by 800m.

When ALS inop increase vis by 800m.

MISSED APPROACH. Ahead on Rwy Tr to 530 then right on Tr 019° to 3130; when ALS inop increase vis by 400m.

When ALS inop increase vis Cat AB by 800m, Cat BCDE by 1600m.

When ALS inop increase vis by 800m.

MISSED APPROACH. Ahead on Rwy Tr to LSM 2.8d, then right on Tr 019° to 3130; call DIRECTOR.

When ALS inop increase vis by 400m.

MISSED APPROACH. Ahead on Rwy Tr to LSM 2.8d, then right on Tr 019° to 3130; when ALS inop increase vis by 400m.

When ALS inop increase vis by 800m.
COMMS FAILURE

CAUTION

1. Clutch QFE used for all procedures, see Special Procedures for details.

VFR

2. Maintain VMC and join IAW UK basic procedures for the last known rwy in use avoiding the Kinloss MATZ.

IFR

3. Inside IAF: Squawk Mode 3A 7600. If able, continue approach. If not visual with the aerodrome execute published M/App, then proceed IAW Para 4.

4. Outside IAF: Squawk Mode 3A 7600. Climb to/fly at Emerg Safe Alt, 6500ft AMSL. Attempt contact on any published frequency. Monitor ILS Emerg speech fac. Proceed to TACAN hold for last known rwy in use, carry out 1 hold then fly most suitable IFR app for acft type. If unable to comply; maintain 6500ft AMSL adopt UK procedure and proceed to alternative destination.

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1. **CAUTION.** Clutch QFE used for all procedures, see Chart B1, Special Procedures for details.
2. Inbound aircraft call at 50nm (high/medium level), 20nm (low level).
3. Hold entry restricted to along LSM 227R inbound and via 211R/23d outbound.
4. If approach lighting inoperative increase PAR visual minimum category AB by 400m, Cat CDE by 800m.
5. Circumferential heights with reference to AD elevation.
6. LSM reads 1.1d at THR.
7. Missed approach assessed to 25nm LSM.

---

**TAC to PAR Rwy 05**

**LOSSIE APPROACH**

<table>
<thead>
<tr>
<th>Elev</th>
<th>Var</th>
<th>TA</th>
<th>TRL ATC</th>
<th>PAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>3520</td>
<td>3500</td>
<td>3500</td>
<td>3500</td>
<td>3500</td>
</tr>
</tbody>
</table>

**IAF**

LSM 227R/17d

N57 30-48

W003 41-72

**LSM 13d**

Mmax 3520 3500

**LSM 8-4d**

Hold Topo 25nm LSM

Max FL95

**LSM Ch 50 (111-3)**

N57 42-63

W003 19-65

---

**Lossiemouth**

**ATIS**

N57 40-08

W003 19-65

---

**Rwy QFU 046°**

THR Elev 21/1hPa

**Dist NM**

60

**Cat**

A

B

C

D

E

**MIPS**

220 200

800m

230 210

800m

240 220

800m

260 240

800m

---

**GS (kt)**

80 120 150 180 210

**FAF-THR**

7.2nm

5.24 3.36 2.53 2.24 2.03

**ROD (fpm)**

3° 420 640 800 950 1110

---

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---

**AIRAC 03/21**
**CAUTION.** Clutch QFE used for all Procedures, see Chart B1, Special Procedures for details.

1. Hold entry restricted to LSM 046R inbd and via 028R/21d oubd.
2. If approach lighting inop increase PAR vis min Cat A by 400m, Cat BCDE by 800m.
3. Circ heights with reference to AD elev.
4. LSM reads 0·3d at THR.
5. Missed approach assessed to 25nm LSM.
6. LSM 046R/14d assessed to 25nm LSL.
7. LSM Ch 50 (111·3) 3°
8. Hold entry restricted to LSM 046 inbd and via 028R/21d oubd.

---

**TAC to PAR RWY 23**

**Elev 40**

**Var 2°W TA 3000**

**TRL ATC PAR 25 MAR 21 K4**

**LOSSIE APPROACH**

315-15 362-775 123-3

**DIRECTOR**

277-525

**TALKDOWN**

315-15 378-775 255-925

**TOWER**

279-05 118-9

**GROUND**

268-625 118-9

**ATIS**

369-15

---

**LOSSIEMOUTH**

**LSM 21d**

Hold

Max FL75

Mnm

3030

3000

226°

---

**LSM 046R/14d**

N57 52-75

W003 01-62

---

**Rwy QFU 226°**

Ahead on Rwy Tr to

530 500, then turn

right onto Tr 019°

and continue to

3130 3100.

---

**LSM 6-6d**

2030 2000

---

**LSM 046R/14d**

3030 3000

---

**LSM Ch 50**

(111·3) 3°

**LSM**

046° 028R

---

**Kinloss**

235° 232

---

**046° 028R**

---

**LSM 21d**

Hold

Max FL75

Mnm

3030

3000

226°

---

**250°**

---

**MSA**

3100 1700

3800

25nm

---

**D712C FL660 FL245**

---

**By NOTAM**

---

**Not ADU last Amended 09 FEB 21**

---

**Lossiemouth TAC to PAR RWY 23**

---

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---

**AIRAC 03/21**
**CAUTION.** Clutch QFE used for all Procedures, see Chart B1, Special Procedures for details.

1. Inb'd acf call at 50nm (high/medium level), 20nm (low level).
2. Hold entry restricted to along 046R inbd and via 028R/21d oudb.
3. IAF Lsm 046R/14d N57 52.75 W003 01.62
4. Approach lighting inop increase PAR vis min by 400m.
5. Circ heights with reference to AD Elev.
6. LSM reads 0.6d at THR.
7. Missed Approach assessed to 25nm LSM.
**PAR Rwy 05**

1. **CAUTION.** Clutch QFE used for all Procedures, See Chart B1, Special Procedures for details.
2. Inbd act call at 50nm (high/medium), 20nm (low level).
3. If approach lighting inop increase PAR vis min by Cat AB 400m, Cat CDE 800m.
5. Missed Approach assessed to 25nm LSM.

Changes: Elev

<table>
<thead>
<tr>
<th>Var 2°W</th>
<th>Elev 40</th>
<th>TRL ATC</th>
<th>PAR</th>
<th>25 MAR 21</th>
<th>K6</th>
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<td>123.3</td>
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<td>ATIS</td>
<td>369-15</td>
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</tbody>
</table>

**Lossiemouth**

- MSA LSM: 3000
- LSM Ch 50 (111.3)
- N57 42.63 W003 19.65

**Circ**

- Cat AB 400m, Cat CDE 800m.

**GS (kt)**

- 80: 220, 230, 240, 260
- 120: 200, 210, 220, 240
- 150: 800m
- 180: 800m
- 210: 800m

**FAF-THR**

- 7.2nm

**ROD (fpm)**

- 800m

**MIPS**

- Chart B1, Special Procedures for details.
1. **CAUTION.** Clutch QFE used for all procedures, see Chart B1, Special Procedures for details.
2. Inbd acft call at 50nm (high/medium level), 20nm (low level).
3. If App Lighting inop increase PAR vis min by Cat A
5. Missed App assessed to 25nm LSM.
PAR Rwy 28

LOSSIEMOUTH

Elev 40 | Var 2°W | TA 3000 | TRL ATC | PAR | 25 MAR 21 | K8
---|---|---|---|---|---|---
LOSSIE APPROACH | 315-15 | 123-3 | DIRECTOR | 277-525 | TALKDOWN | 378-775 | 255-925 | TOWER | 279-05 | 118-9 | GROUND | 268-625 | 118-9 | ATIS | 369-15

DME Required

LOSSIEMOUTH

LSM Ch 50
(111.3)
N57 42-63
W003 19-65

D712D
FL660
FL245

(By NOTAM)

Kinloss

Ahead on Rwy Tr to LSM 2-8d, then right onto Tr 359° and continue climb to 3140 3100.

Rwy QFU 279°

THR Elev 36/1hPa

CIRC

1. CAUTION. Clutch QFE used for all procedures, see Chart, Special Procedures for details.
2. Inbd acft call at 50nm (high/medium level), 20nm (low level).
3. If approach lighting inop increase PAR vis min by 400m.
5. Missed approach assessed to 25nm LSM.

CAUTION

If approach lighting inop increase PAR vis min by 400m.
1. **CAUTION.** Clutch QFE used for all procedures, see Chart B1, Special Procedures for details.

2. **CAUTION.** Procedure referenced to THR Elev.

3. Inbound call at 50nm (high/medium level), 20nm (low level).


5. If approach lighting inop increase SRA vis min by 4°. Circ heights with reference to aerodrome elevation (low level).

6. Timing **Not Auth** for defining MAPt.

7. Missed App assessed to 25nm LSM.

---

**SRA Rwy 05**

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**MIPS**

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CAUTION. MDA/H and circling minima depend on M/App climb grad.

3. Inbd act call at 50nm (high/medium level).

CAUTION. Clutch QFE used for all procedures, see Chart B1, Special Procedures for details.


5. Timing Not Auth for defining MAPt.

6. Missed App assessed to 25nm LSM.

Ahead on Rwy Tr to be at or above 1550 1500 by LSM 4-6d (Mmn Climb Grad: 6-2%), left on Tr 359° and continue to climb to 3150 3100. MAPt at 1nm THR.

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SRA Rwy 10

LOSSIE MOUTH

EGQS/LMO

SCOTLAND Changes: Elev
Ahead on Rwy Tr to 530 500 then right onto Tr 019° and continue climb to 3130/3100.

MAPt at 1nm THR.

Rwy QFU 226°

1. CAUTION. Clutch QFE used for all procedures, See Chart B1, Special Procedures for details.
2. CAUTION. Procedure referenced to THR Elev.
3. Inbd acft call at 50nm (high/medium level), 20nm (low level).
4. Circling heights with reference to aerodrome elevation.
5. If approach lighting inop increase SRA vis min by 2.
6. Timing Not Auth for defining the MAPt.
7. Missed Approach assessed to 25nm LSM.

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AIRAC 03/21
AHEAD ON RWY TR. ON REACHING 650 600 OR LSM 2.8D, WHICHER IS LATER, RIGHT ONTO TR 359° AND CONTINUE CLIMB TO 3150 3100.

MAPT AT 1NM THR.

CHART B1, SPECIAL PROCEDURES FOR DETAILS.

1. CAUTION. CLUTCH QFE USED FOR ALL PROCEDURES, SEE CHART B1, SPECIAL PROCEDURES FOR DETAILS.
2. INBND ACFT CALL AT 50NM (HIGH/MEDIUM LEVEL), 20NM (LOW LEVEL).
3. IF APPROACH LIGHTING INOP INCREASE SRA VIS MIN BY 400M.
4. CIRCLING HEIGHTS WITH REFERENCE TO AERODROME ELEVATION.
5. TIMING NOT AUTH FOR DEFINING THE MAPT.
6. LSM 2.8D OR 650 600, WHICHER IS LATER.
7. MISSED APPROACH ASSESSED TO 25NM LSM.

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LOSSIE APPROACH 315-15 362-775 123-3
DIRECTOR 277-525
TRL ATC 378-775 255-925
TALKDOWN 279-05 118-9
TOWER 268-625 118-9
GROUND 369-15

1. CAUTION. Clutch QFE used for all procedures see Chart B1, Special Procedures for details.
2. CAUTION. LOC proc referenced to THR Elev.
3. Inbd acft call at 50nm (high/medium level), 20nm (low level).
4. Hold entry restricted to LSM 046R inbd and via LSM 028R/21d oubd.
5. If ALS inop increase ILS vis minima by Cat ABE and via LSM 028R/21d oubd.
6. Hold entry restricted to LSM 046R inbd and via LSM 028R/21d oubd.
7. If ALS inop increase LOC vis minima Cat ABE by 800m and Cat CD by 400m.
8. Timing Not Auth for defining MAPt.
9. No turn before MAPt.
10. I-LOS zero ranged at TH.
11. LSM reads 0·3d at TH.
12. MAPt assessed to LSM 25d.
9. Missed approach assessed to 25nm LSM.
8. LSM reads 0.5d at THR.
FAT offset 4° right of RCL.
Hold entry restricted to along LSM 227R 6. Circ heights with reference to AD elev.
7. Timing Not Auth for defining MAPt.
3. Inbd acft call at 50nm (high/medium procedures, see chart B1, Special depend on M/App climb grad.
2. CAUTION.
Clutch QFE used for all MDA/H and circling minima
CAUTION.
ROD offset 4° right of RCL.
8. LSM reads 0-5d at THR.
9. Missed approach assessed to 25nm LSM.

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AIRAC 03/21
GENERAL INFORMATION
1. All bearings are mag.
2. All distances are NM from the radar head.
3. All levels are based on QFE.
4. QFE Datum is 20ft.

WARNING: RVC is maintained subject to limitations as detailed in No1 AIDU Hazard Log.